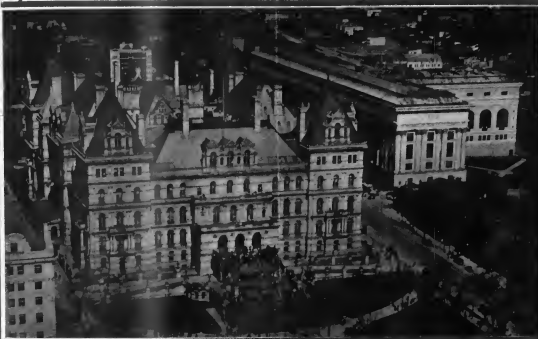


NOVEMBER 7, 1921

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AVIATION AND AIRCRAFT JOURNAL



The State Capitol at Albany, N. Y.

VOLUME XI

Number 19

SPECIAL FEATURES

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Dispersion versus Unification

IT is not generally known that a score or more departments or bureaus of the government are all appearing before Congress, there to urge unimpaired appropriations in connection with their various activities. The list of the government agencies is truly impressive, so may be seen from the brief compilation which follows.

The War Department actually leads the list, but beside the work of the Air Service many other requests for aeronautical appropriations appear in the estimates of this department. Then, the Postoffice Bill has its aviation requirements. The Smoot-Cord Bill and the well known Legislation, Executive and Judicial Bill look after the pay of the personnel. The Quartermaster Department, the Ordnance Department and the Signal Corps have likewise aeronautical requirements.

The Navy, said the Bureau of Aeronautics was established last year, and the Navy Department has its own separate appropriations for naval aviation. The new appropriations make it possible to have a single naval air appropriation, which considerably simplifies the study.

The Post Office Appropriation Bill assigns the U. S. Air Mail needs. The National Advisory Committee for Aeronautics makes its requests independently. The Bureau of Standards, the Weather Bureau and the Government Printing Office have their aeronautical work provided for in separate bills.

The brief and incomplete enumeration shows the extraordinary dispersion of aeronautical provisions which prevails in the present government machinery. In seeking a remedy for this unfortunate state of affairs, General Brainerd offers the example of a separate air department which includes all military, and naval air activities, and superintends and supports civil air transport. In France, on the other hand, the air services of the army and navy are separate organizations, but the aviation engineering and construction service is unified under a sub-ministry of aeronautics. The latter establishes the aeronautical estimates in accordance with the requirements of the respective services, and he also controls and air transport and the national meteorological office. While this system of concurrently establishing the military and naval air estimates may be somewhat awkward, it appears to give satisfaction, so that it should appeal to those who are opposed to a separate air department and a single air service.

The three-way ministry of defense, with sub-ministries for the Army, Navy and a separate Air Force yet to be created, which the Administration sponsors, would probably be the best solution of the problem.

A great many people are reluctant to place the control of civil aeronautics into the hands of the military for fear that such a solution might result in regulations which would have less regard for the commercial interests of air transport than for its military adaptability in time of war. This is

why it seems to us preferable to have a bureau of civil air transport in the Department of Commerce rather than in the proposed Ministry of Defense under an under-secretary of aeronautics. The latter's duties will necessarily be military in the first place, the true military being used in the sense of opposed to civil, and as he will be in charge of both army and naval aeronautics, these duties are likely to be of considerable magnitude. Hence, if civil air transport were put under his control it is to be feared that the under-secretary of aeronautics would find little time to take deep interest in problems which are properly commercial.

Third Aviation' Aeronautics Dinner

THE annual Aeronautics' Aeronautics Dinner which was instituted by the new defunct American Flying Club in 1929 and which was perpetuated by the Aero Club of America when the two organizations joined forces, threatened this year to bring about a new rift in our aviation union. For a time it seemed indeed as if the year 1931 would see two members' enemies' dinner—a junction which would have been highly regretted by all those who work for a closer and more cordial union of all aeronautical interests.

It is therefore gratifying to note that, thanks to the earnest efforts of both sides to come to an agreement the difficulties which threatened to split the Aeronautics' Dinner in two have been surmounted. Hence there will be but one Aeronautics' dinner on Nov. 11, at the Commodore Hotel. The dinner has the unqualified support of both the Aero Club of America and of Laurence L. Driggs, chairman of the committee which planned the Aeronautics' Dinner independently. It is to be hoped that all those who can do so will celebrate Aeronautics Day at the Aeronautics' Dinner so as to make it the biggest and most successful aeronautical gathering of its kind.

Aviation Recognition

THE appointment of Rear Admiral Moffet and Brigadier General Mitchell to the Technical Advisory Board of the Washington Conference for the Limitation of Armaments is of the greatest significance. Aviation, which hitherto seemed to be dismissed by the other services, for the first time takes its seat at this conference table with speakers who know the importance of the new arm and are able to speak of it in intelligent terms.

Other governments are sending to Washington their own departmental representatives, and it was therefore generally feared that our own air services would, as heretofore, be represented by some ranking officer of the senior services. That the latest aeronautical news in the Army and in the Navy were chosen for this post gives hope that out of the conference may come some recognition which will give our air services a renewed importance and a more clearly recognized value.

Commercial Aircraft for Emergencies

In view of the threatened railroad strike, some relief aid, the Manufacturers Aircraft Association telegraphed to Secretary Hoover the report on the aircraft available for emergency transportation.

"There are at least 738 commercial aircraft immediately available for the general carriage of passengers, mail and express. They are of both land and water, cargo and passenger types. Fifty are in construction in the vicinity of New York. Others in production are available out of Boston, Philadelphia, Baltimore, Key West, New Orleans, Kansas City, St. Louis, Cleveland, Ohio; Chicago, Seattle, New York, points in Texas, Los Angeles, San Francisco and Seattle. The aircraft range from two people, or the equivalent in weight to drive or tow, and have a one-stop stage of flight from 100 to 400 miles. Armaments may be made for mail and service, and above that municipalities that wish to send themselves of aerial transportation, place their airports in much form."

The office to Secretary Hoover was based upon reports being received by the Association from operators in all parts of the United States. These reports show that there are probably 1,200 commercial aircraft, stationed in every part of the country, but it is thought only about two-thirds of them are suitable and available for cross-country flying.

The fifty or more planes in Greater New York are in commission on the various fields on Long Island and New York. The Aeromarine Plane and Motor Co. offers a four-passenger, twelve-passenger and five three-passenger flying boats available at Keyport, N. J., and Key West, Fla.

The Eastern Aeroplane and Motor Corp. has twenty-two small two-place land machines ready at Garden City, and reports that their depots, in all parts of the country, have several hundred sets of motor parts turned up for flight.

The Leaning Aeroplane Engineering Corp., which flying boats has recently been operating between New York and New London at less cost than the rest by sea, is ready for Boston, Philadelphia or Washington service.

Lewinson Airplane has in commission his five-passenger light-weight flying C-15, monoplane, the Messenger and a crew of three.

The Williamson Aircraft Corp. of Hawthorne Heights, N. J., reports four land planes. The Williamson company, recently acquired telephone facilities from the Rock Island and the Department to rush completion of five DeHavilland for the Air Mail. These DeHavilland can carry six or seven passengers in 100 miles of air.

The J. L. Aircraft Corp. has five J. L. monoplanes at Central Park, L. I., each carrying six people. These planes are to be used chiefly for the middle west, but will be available in New York City or Omaha or can be recalled to New York or San Francisco at once.

At Curtis Field on Long Island there are three or four five-passenger S. V. A. and planes of the Aero Import Corp. and two Fokker monoplanes of the Newlands Aircraft Co., one carrying five passengers. These ships are already in service.

Reports from over the country state that the Thomas Motor Co. of Bloomington, the Green L. Martin Co. of Cleveland, G. H. & Co. of Seattle, the Empire Wright Co. at Dayton, Ohio, and the Boeing Airplane Co. at Seattle are ready to provide service, and wherever possible to put more machines in the air. The Dayton Wright Co. has three long range cruisers, one of which carries four passengers, and which is in frequent operation between cities of the middle west. Two lines, one land and one water, operate in conjunction with the Boeing Co. out of Seattle.

The airplane line connects with Ventura, B. C. Particularly extensive service has been provided out of Kalamazoo, Ind., where there is a large air port with fifteen or twenty machines, Minneapolis with twenty-five or thirty, and San Francisco with ten. The latter cities are the California-Curtis Co., the Missouri Aviation Co. and the Rogers Airplane have available a hundred planes of various types.

Aerial transportation will fill the demand for the transport movement of negotiable banking paper, checks, etc., the financial community will reduce the demand for it to a great degree the problem of carrying the mails. The Air Mail, now operated only between New York and San Francisco, has contact between New York and the South by way of New Orleans and could, if advisable, operate two more lines between New York and Chicago, taking at Pittsburgh, St. Wayne, etc. The equipment costs and the route is shared between the Terry Group and St. Louis. Air travel is an enormous business and could, if advisable, operate two more lines between New York and Los Angeles, taking at Portland and out to Spokane and Minneapolis.

The same types of airplane capable of carrying the mails can also transport limited quantities of food, but it is believed that the greatest service will be in providing service to government officials or business men on whom travel from point to point may depend the working out of other problems, such as motor transport or the increased utilization of the water way. Although no unified national effort has been made, serious have been laid out over most of the United States, and there are enough of these thousands of pilots in training to meet the ships available.

Kansas Plans and the Railroad Strike

The American Committee of the American League Executive Committee met at Postmaster General Will Hays offering the services of the entire membership of the Flying Club of Kansas City in increasing pilots for the United States air mail service. Plans were filed with the Postmaster General in regard to Washington dispatches as saying he would put in service if the threatened railway strike took up mail sufficiently to warrant such action.

Commercial Aviation in Hawaii

The Air-Nation of Honolulu is intensely impressed with the possibilities for the commercial operation of commercialized transportation. Hawaii, situated in the southern climate and geographically, are ideal in this group of islands for an all-the-year airplane service. Stages of great service are extremely rare, and each island offers its own of general, practical ocean water for airplanes which, of course, the type of flying machines best adapted for inter-island service. It believes that the transportation of the mails, express and passengers, should give to a commercial airplane service sufficient business to make the venture profitable and, if not at the instant, at least as soon as a period of successful operation convinced people of its practicability. Army and Navy aviators who have made many inter-island flights are vitally sympathetic to the opinion that a commercial service is feasible. It is they who have done the flying, the blunting of the air trails, so to speak.

French Airplane Construction

A London financial journal states that the French Military Air Service will next year have over 40,000 airplanes, of the Army Budget point. The French Flying Corps would then be composed of 250 squadrons, each of twelve squadrons. French airplane construction are at present in a very strong position, largely because the French Government did not meet all its war estimates, but allowed contributions to extend the greater number of them. It was thought that this would be the best way of subsidizing the French air industry.

In addition, the French constructors had in hand substantial orders from Japan. The Japanese Government is preparing to the most intelligent recognition of the French military task and service with aviation greater than France ever has present laid in the air.

Third Aviators' Armistice Dinner

The third Aviators' Armistice Dinner will be held this year in the large banquet hall of the Commodore Hotel, New York, on the evening of Nov. 13, 1922, at 7 p. m. Tickets for the dinner will be \$7.50 and they may be secured from the American Union Committee, Ave. C of America, 15 East 34th Street, New York.

This is the second armistice dinner of all the Air Service Officers from all over the United States to fight over again the battle of the clouds.

Those wishing to attend are requested to indicate the organization with which they desire to be united, either Squadron, Flying Field Group, B. A. P., French, Italian, Russian, Naval Station, R. O. B., or cadet.

Uniforms will be worn. Seats will be taken by the Committee this year to place the second meeting of war aviators upon a permanent basis. For this purpose as up to date record is to be kept of the guests and addresses of all American aviators who took part in the war. The past Aviators' Banquet have demonstrated the fact that the majority of the pilots who assembled at these banquets in New York come from out of town. Philadelphia, Washington, Baltimore and Boston send large delegations and even the remote cities of Denver, Cleveland and Chicago are well represented at each dinner. Individuals from California and Texas, and called from every State in the Union have returned year after year to meet their former squadron mates at the same old-time old day in New York.

It is no other branch of the service that such fraternal comradeship survives the war as exists among the aviators. To preserve this fraternity all aviators and their friends are invited to attend these annual banquets.

There will be no speaker's table and no speech making, but the spontaneous singing of a thousand spontaneous speeches going on simultaneously, in which each speaker is his own interpreter.

The Committee in charge of the third Aviators' Armistice Dinner are: President Connel, chairman; Laurence L. Driggs, Lt. Col. H. K. Hunsley, Edna W. Decker, Cook Yonker.

The Blimp as an Observation Balloon

At the Army Balloon School at Ross Park, Aerodrome, Cal. E. a second test was recently made of using a Jumbo Blimp as an observation balloon by means of attaching a cable. The Blimp was allowed to rise to a height of 2000 ft. and showed

marked improvement over the latest test as an observation balloon.

The test clearly indicated that the mechanical observation balloon has great possibilities. It is believed by many airship pilots that the Blimp will soon supplant the observation balloon, as it will be able to remain stationary over a given point by means of a cable. When it is desired to change position this may be done by hauling in the cable and flying to another point. Further tests will be made in the near future.

Operation of Forest Patrol

A report from the Air Office of the 9th Corps Area, summarizing the recent five patrol activities for the entire season of 1921 up to September 1st, gives the number of fires discovered as 137; the number of patrol, 380; number of miles covered, 124,173; number of square miles observed, 7,239,434; flying time 362 hours and 58 minutes; and the number of planes in commission, 47. The patrol bases were located at Camp Lewis, Wash.; Eugene, Oregon; Barker Field, Idaho; Camp, Cal.; Carson, Calif.; and Visalia, Calif.

Due to the rainy season having begun, patrols in the States of Oregon and Washington were discontinued on Sept. 15, after having been planned a very extensive season, despite the shortage of time of machine and oil, necessitating the temporary suspension of operations.

Aviation Activities in Spokane

The development of interest in aviation has proceeded steadily in Spokane, Wash., and vicinity. In one day recently there were ten planes on the Foster Hunsell landing field. They included the machines of Fred W. Blomgren, a banker and wheat grower of Pomeroy, Arthur Holbrook, a Spokane inventor, Charles E. Roberts, theater owner, J. D. Roshon, pilot, Wain Wells, W. H. Fuchs, an attorney of Walla Walla, David Mathews of Moscow, Idaho, Spokane Industries, C. L. Lonsdale, pilot, Ralph Reid, Kittling, and the Hunsell and standard planes of the Hunsell Co. Half of the meeting places were flown by their owners or operators.

Four runs are employed in setting up a new 30-passenger plane for use on the field. It will be at 150 lb., equipped with an engine starter, and will be ready for the air shortly.

Two Interesting Foreign Airplanes



LEFT: HAWAII HINOMARU AIR-MAIL FLYER MONOPLANE, RIGHT: CHINESE HINOMARU "HINOMARU" (200 HP. BENTLEY) OF THE TYPE SUPPLIED TO JAPAN

Foreign Aeronautical News

Czechoslovakia

The progress made in Prague in aerial transport since its inauguration there last February is striking. Daily services of aeroplanes connect Prague with Paris, Strasbourg and Mayence, while the next few months will see the city linked with Budapest, Belgrade, Bukarest, Constantinople, Dresden and Berlin. During February only three persons made the journey from Prague to Paris by air. By June the figures had risen to seventy-two for the month. The Franco-Bosnian Air Navigation Company has some forty aeroplanes in service, some of which carry five passengers, together with their baggage. The company has already conveyed over 500 passengers and so far not a single mishap has been recorded. In the transportation of parcels, newspapers, etc., still more rapid progress has taken place. In February 16 lb. of parcels were conveyed; in June, exclusive of newspapers, some 7,000 lb. were carried. In February the quantity of newspapers taken by air was some 5 lb. weight. By June this had grown to a little more than 175 lbs. weight.

For the extension of the air services to Constantinople a large type of aeroplane is on order. It will possess four engines with 1,200 hp. and will be fitted for the accommodation of sixteen passengers with the baggage. It is to attain an average speed of 120 m.p.h.

China

For the purpose of maintaining peace and order of order in the Aeronautical Department has recently organized an Aeronautics Police Training Corps, which consists of 300 men divided into five groups commanded by a commander-in-chief. The work of this new organization was completed on June 1.

The Aeronautical Department has engaged four new pilots from England and America for service in connection with the Peking-Shanghai air service. These pilots are Captains Jones, McMillan, Campbell, Cole and C. H. Dicks.

The first students sent by the Aeronautical Department to England to study airplane construction have completed their courses after one year's hard study. Those of these students have been assigned to the Tsingtao Aircraft Factory, where technical experts are needed. The remaining two were assigned to America to continue their studies in military aviation.

France

An engineering firm in France, according to the Paris Echo, has just completed an amphibious airplane which will carry six passengers; this plane being intended for the London-Paris service, and will come down on the Thames and the Seine. Service between the rivers of the two capitals has long been under consideration, service as it would nearly as fast as the time taken for the journey from London to the heart of Paris. It is more than probable that by next spring a Thames-Seine service will be inaugurated.

A DHD airplane belonging to the British Deland-Hall Agency Co., making a tour of Europe, recently reached Paris after a remarkable flight covering a distance of 4,250 miles. The airplane left London on an August and went first to Paris and then by way of Brussels, Hamburg, Copenhagen and Stockholm, to Christiania. Returning to Copenhagen, it then flew to Berlin, Warsaw, Prague, Vienna, Venice and Milan, reaching Paris by way of Moscow. The tour was completed without a mishap and on schedule time.

Rumania

The Rumanian minister of communications has been authorized to sign a contract with a French company, the Cie. Franco-Roumaine de Navigation Aeronautique, under which the company has the right of air transport in Rumania on the Paris-Bucharest-Prague-Vienna, Budapest-Belgrade-Bucharest-Constantinople air route every twenty days. The agreement carries with it an annual minimum subsidy of \$500,000 in aid to the Company in return for certain guarantees, including the placing of its material and personnel at the disposal of the Rumanian government in the event of mobilization.

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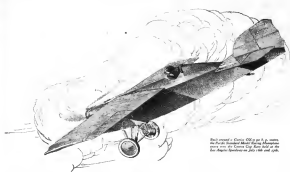
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